

Established February, 1845.

PRICE, \$2 PER MONTH

### Shipping:

**Steamers.**  
DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND TAMSUI  
The Co.'s Steamship.  
Peking.


Captain Davis, will be  
despatched for the above  
Ports TO MORROW, the 18th Instant, at  
Daylight, instead of as previously advertised.  
For Freight or Passage, apply to  
**DOUGLAS LAPRAIK & Co.,**  
General Managers.  
Hongkong, March 17, 1891. 52

FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.  
The Steamship  
*Macduff*,  
Captain PORTER, will be  
despatched on the 18th  
Instant.  
For Freight or Passage, apply to

ADAMSON, BELL & Co.,  
Agents.  
Hongkong, March 11, 1891. 48

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THE CHINA SHIPPERS' MUTUAL  
STEAM NAVIGATION COM-  
PANY, LIMITED.  
—  
FOR LONDON.  
The Co.'s Steamship

 Keemun,  
WM. DUDEN, Commander  
will be despatched  
above on or about the 18th Instant.  
For Freight, apply to  
**ARNHOLD, KARBURG & Co.,**  
Agents.  
Hongkong, March 6, 1891. 44

FOR SINGAPORE, BATAVIA, SAMARANG, SOERABAYA,  
RANGKUN AND SOURABAYA.


The Steamship  
*Tetartus*,  
Capt. BRERUNGE, will be  
despatched as above on  
THURSDAY, the 10th Instant, at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,

9 Hongkong, March 14, 1891. 51

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STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.  
(Passing through the INLAND SEA.)  
The P. & O. S. N. Co.  
Steamship  
Verona.  
Captain F. R. S. ...



will leave for the above places on SATURDAY, the 21st Instant, at Daylight.  
E. L. WOODEN,  
*Superintendent.*  
U. S. N. Co.'s Office,  
Hongkong, March 11, 1891.

YOKOHAMA.


The Steamship  
*Breconshire*,  
Captain Jackson, will  
be despatched on  
about the 23rd Instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, March 16, 1891. 53

**STEAM TO STRAITS & BOMBAY.**  
(Calling at COLOMBO if sufficient  
inducement offers.)

The P. & O. S. N. Co.  
Steamship  
Theran,  
Captain C. D. Sams  
P. & O. will leave for the above places on



WEDNESDAY, the 25th Inst., at Noon.  
E. L. WOODIN,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, March 11, 1891.

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GLEN LINE OF STEAM PACKETS.  
FOR LONDON VIA SUEZ CANAL.


 The Steamship  
Glenogie,  
Captain DUKE, will  
be despatched as above on  
or about the 31st Instant.  
This Steamer has superior Accommoda-  
tion for Passengers, and carries a Doctor  
and Stewards.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.

*Agents.*

Hongkong, March 9, 1891. 463

**FOR NEW YORK VIA SUEZ.**

The Steamship  
*Harrow,*  
Captain BROOKE, due  
at the end of March, will  
have immediate despatch.




For Freight, apply to  
**ADAMSON, BELL & Co.,**  
*Agents.*  
 Hongkong, March 13, 1891. 506

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**Sailing Vessels.**

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**FOR NEW YORK.**  
 The 3/3 L.L.L. American Ship  
*Freight*

 **CROSBY, Master, will load here**  
for the above Port, and will  
have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, January 31, 1881. 214

**FOR SAN FRANCISCO.**

 The S/S L.L.L. American Ship  
Sterling,  
Goonwin, Master, will load here  
for the above Port, and will  
have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, January 15, 1891. 102







**Local Weather Signal**—The present system of Typhoon Warnings displayed at Kowloon having proved inefficient, the Committee put themselves in communication with the Commodore of Hong Kong, hoping that he might be able to place at his disposal the present system by a display of Day and Night Signals from H.M.S. *Victor Ensigned*, indicating the approach of bad weather. Commodore Church in reply stated that he had no objections to repeating the weather day signals which might be made from the Observatory, but he could not undertake to show any night signals from his vessel as the in-spectually

ing the weather by signals which might be made from the Observatory, but he could not undertake to show any night signals from his vessel as the is specially charged with making certain signals at night which together with Pyphoon warnings would lead to confusion. His Excellency the Governor has already expressed to the

come into operation), and stated that they approved of the change, on principle, as a benefit to trade and doing away with the anomaly of heavier rates of postage being charged by English mails than by those of other Countries. With the meagre information in their possession they were not in a position to express any decided opinion.

while fully sympathising with those who were endeavouring to abolish Sunday labour, they were unable to agree with their contention that the question under existing circumstances was one for settlement by legislative enactments. The interests involved are, in the opinion of the Committee, too varied

Association. The Committee have had the opportunity of congratulating the Members on having formed themselves into a co-operative body, and also of expressing an opinion regarding the proposed Scale of Brokerages which they consider are equitable and suitable to the existing share business in Hongkong.

ters, with their Secretaries, Interpreters and Attaches, left the different Legations, all in green chairs, for the Tsa Kuang Ko. Comment was provoked by this indiscriminate mode of progression, for nobody knew which was the Minister and which the subordinate, the green chair, a mark of the

ceremonies included. He was followed by the other Ministers in turn, the audience occupying barely five minutes for each. Then the suites of the Ministers entered, in three ranks. Three salutes were given on entrance and three on retiring, backwards.

The Audience itself was conducted as follows: Mr von Brandt delivered a very short speech in English, which M. Popon translated into Chinese; Prince Ohtsu repeated it kneeling in Manchu, at the foot of the Throne. The Emperor said a few prepared words in reply, which were translated into the language of the audience.

placed in the reverse order, and the ministers retired. The Emperor was at a distance of 7 or 8 yards from the Europeans, raised on a dais with a table in front of him. Behind him stood the Pao-wang and the Ko-wang; at the foot of the dais Prince Ch'ing; and on either side, soldiers with side arms. The Hall was not a large

one; the Europeans were placed near the centre, between two pillars. The rabble crowded up the steps of the Tze-Kuang Ko, and no order was kept.—Chinese Times Extra, 7th March.



